



**FIRST EARLY DESIGN GUIDANCE OF THE  
WEST DESIGN REVIEW BOARD**

---

Record Number: 3032057-EG

Address: 100 Roy Street

Applicant: Diana Keys, Johnson Braund

Date of Meeting: Wednesday, August 15, 2018

Board Members Present: Homero Nishiwaki (chair)  
Patreese Martin  
John Morefield  
Brian Walters

Board Members Absent: Stephen Porter

SDCI Staff Present: Allison Whitworth

---

**SITE & VICINITY**

Site Zone: Seattle Mixed Uptown with a 65' structure height limit (SM-UP 65 (M))

Nearby Zones: (North) LR3  
(South) SM-UP 85 (M1)  
(East) SM-UP 65 (M)  
(West) SM-UP 65 (M1)

Lot Area: 30,732 square feet



**Current Development:**

The project site is located on the south half of the block bounded by Roy Street to the south, Warren Ave N to the east and 1<sup>st</sup> Ave N to the west. The site is currently developed with a four-story brick apartment building constructed in 1948 with surface parking along the north edge. The site generally slopes down from the northwest corner to the southeast with an overall grade change of approximately 20'.

**Surrounding Development and Neighborhood Character:**

The project site is located within the Uptown Urban Center, which includes multifamily housing, retail, office uses, community services, the Seattle Center, parking and shopping. Roy Street is a principal arterial street with many 1-4 story mixed use structures located along the corridor. The area north of the project site transitions to smaller-scale multifamily development and single family residences. Directly north of the project site are two multifamily structures.

**Access:**

The site currently has vehicular access from both 1<sup>st</sup> Ave N and Warren Ave N. The proposal provides vehicular access from Warren Ave N only.

**Environmentally Critical Areas:**

Steep Slope Environmentally Critical Areas are mapped along the north property line.

**PROJECT DESCRIPTION**

Design Review Early Design Guidance for a 7-story, 173-unit apartment building with retail. Parking for 125 vehicles proposed. Existing building to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

**Mailing**    **Public Resource Center**

**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:**    [PRC@seattle.gov](mailto:PRC@seattle.gov)

<b>FIRST EARLY DESIGN GUIDANCE August 15, 2018</b>
--

**PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Stated that the Metropolitan Market referenced by the applicant is the antithesis of street level integration.
- Identified the importance of the ground plane in fostering integration with the street.
- Felt the arcade was incompatible with the neighborhood and did not create a clear delineation of public and private space.
- Stated that the guidelines do not address an arcade in the Heart of Uptown where storefronts typically come to the street.
- Encouraged creative treatments in the courtyard.
- Stated the neighborhood expects tall buildings with the recent zoning change.
- Supported ground-related housing.
- Preferred alternative 3 but recommended breaking up the massing more creatively.
- Felt the corners of the site needed to be embraced by the massing.
- Stated that the treatment of the north façade is very important to create a successful zone transition.
- Identified the Expo development as a successful example of ground-related housing.
- Suggested an upper-level setback along Roy to add diversity and allow more light access to adjacent properties.
- Concerned with the arcade and how it would be used.
- Recommended consideration of balconies, either full or Juliet.
- Recommended more greenery to enhance the pedestrian experience along Roy Street.
- Questioned impacts to on-street parking on Roy Street due to the garage entrance.
- Questioned where dumpsters will be located and how trash collection will function.
- Questioned whether charging stations will be provided.
- Identified the importance of the site as one of the first structures under the new zoning.
- Supported retail use but noted that many retail spaces in the area are empty and recommended a plan to foster use and activity.
- Recommended an upper level setback which worked well at the Expo development.
- Recommended affordable housing be provided on site.
- Encouraged integration of art within the project including signage and lighting.
- Noted strengths of the Expo development the project could draw from include restaurants which anchor the corners, a discreet lobby and a successful plaza which is designed for the public.
- Recommended variation in the roofline as recommended by the neighborhood Design Guidelines.
- Felt the design team focused on the Roy Street perspective and neglected the north façade and views looking down on the project from uphill.
- Did not support the departure requests.
- Felt the arcade would be dark and unused.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Concerned that the height is too tall and incompatible with the neighborhood.
- Objected to sterile and boring looking new construction.
- Felt the design is not sensitive to the residents of 1st Ave N, Valley St and Warren Ave N.
- Stated the north façade should utilize comparable materials to the current high-quality natural surface of variegated brick

- Noted the proposal blocks sunlight access of multifamily and single family homes on the north half of the block.
- Recommended the upper massing be separated into two volumes or upper level setbacks provided to admit light to homes on the north side of the block.
- Recommended mature landscaping at the northern edges to absorb sound or setbacks on 1st Ave N and Warren Ave N with mature landscaping to absorb sound.
- Clarified that both 1st Ave N and Warren Ave N are two-way but one-lane roads.
- Recommended materials, open space, landscaping and modulation of the mass to create a transition from the Uptown Urban Center to the residential neighborhood.
- Noted the project will block views, air flow and the amount of natural light to neighboring structures to the north and recommended maintaining view and air corridors for uphill properties.
- Recommended reduction of the bulk and scale of the structure.
- Stated the proposal does not respond to the topography (sloping uphill) of the base of Queen Anne Hill.
- Suggested moving the building forward on Roy Street.
- Felt the treatment of the north façade provides greater light to parking areas located in the middle of the block instead of showing a sensitive response at the edges of the site where the mass is adjacent to existing structure.
- Identified shading impacts to properties to the north.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: <http://web6.seattle.gov/dpd/edms/>

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

### **1. Massing:**

- a. The Board discussed the three massing schemes and observed that the options were primarily reactionary to zoning restrictions and site constraints and lacked a strong concept driven by the Design Guidelines. The Board identified successful elements of each option and requested the project return for a second EDG meeting to present three new massing alternatives which incorporate these successful elements:
  - i. The Board appreciated the rhythm and massing breaks in option #1 which respects the pattern recommended by the Design Guidelines. (CS2-IV-ii Façade Width in Uptown Heart, CS2-IV-iii Massing in the Uptown Urban Character Area)

- ii. The Board supported how option #2 placed an emphasis on attracting people and activity from the southwest corner. (PL1-A-1 Enhancing Open Space, PL1-ii Plaza Location)
  - iii. The Board supported the larger courtyard proposed in option #3. (PL1-A-2 Adding to Public Life)
- b. While acknowledging the topography constraints, the Board provided guidance to better align the code requirements with the intent of the Design Guidelines to create a strong massing concept which respects the established urban pattern. (CS2-II-iv Uptown Heart Area, CS2-IV-ii Façade Width in Uptown Heart, CS2-IV-iii Massing in the Uptown Urban Character Area)
- c. The Board recommended simpler, bigger massing moves with small, refined details. (CS2-C-3 Full Block Sites, DC2-I-I Architectural Context, DC2-A Reducing Perceived Mass)
- d. In agreement with public comment, the Board would like to see exploration of modulation of the roofline as recommended by the Design Guidelines. (DC2-I-I Architectural Context)
- e. The Board was supportive of a strong expression at the corner conditions along Roy Street. (CS2-III-I Addressing the Corner)
- f. The Board was not convinced of the need for strong horizontal articulation and agreed that vertical expression of the massing was not necessarily negative. (CS2-C-3 Full Block Sites)

## **2. Architectural Concept:**

- a. The Board requested an in-depth study of the character of the Heart of Uptown area, including both recent construction and older buildings. (DC2-I-I Architectural Context)
- b. The Board recognized that many public comments identified the Expo as a successful development and encouraged the design team to reference this project as the massing concepts are further developed. (DC2-I-I Architectural Context)
- c. The Board also encouraged the applicant to meet with the Uptown Alliance prior to the second EDG meeting to further inform the architectural concept. (DC2-I-I Architectural Context)
- d. While the massing options paid great attention to the Roy Street façade, the Board agreed that the same attention had not been given to the other elevations. The Board provided guidance to articulate the architectural concept on all facades. (DC2-II Architectural Concept and Consistency)
- e. The Board acknowledged that the Uptown Neighborhood Design Guidelines do not recommend balconies but they were not generally opposed to balconies. (DC2-I-I Architectural Context)
- f. The Board was supportive of the use of brick. (DC4-A Building Materials, DC4-II Exterior Finish Materials)

## **3. Zone Transition:**

- a. The Board discussed the zone transition to LR3 zoning occurring at the north property line and agreed that the massing did not create a sensitive response at the corners of the site. The Board provided guidance to be mindful of the zone

transition, particularly at the property corners where adjacent structures are located. (CS2-D-3 Zone Transitions, CS3-D-5 Respect for Adjacent Sites)

#### **4. Courtyard and Open Space:**

- a. The Board agreed that the open space should generally be consolidated to create more useable and active public space. (PL1-A-1 Enhancing Open Spaces, PL1-A-2 Adding to Public Life)
- b. The Board provided guidance to focus the open space concept on gathering rather than traversing people. (PL1-A-2 Adding to Public Life)
- c. The Board also agreed that the landscape concept should take cues from the larger massing gestures. (PL1-iii Open Space Scale/Definition, PL1-II-ii Streetscape Landscaping)

#### **5. Ground Plane:**

- a. The Board provided guidance to further study how the building meets the street and create a strong transition. (PL1-I Streetscape Compatibility, CS2-II Streetscape Compatibility)
- b. In order to mitigate grade change challenges at street level the Board encouraged the applicant to consider breaking the podium and/or transfer deck. (PL3-I-i Active, Customer-oriented Retail Storefronts, PL1-I Streetscape Compatibility)
- c. The Board acknowledged public comment regarding the arcade proposed in option #3. The Board did not support the arcade and felt it would be dark and out of context. (PL3-I-i Active, Customer-oriented Retail Storefronts, PL1-I Streetscape Compatibility)
- d. The Board requested exploration of providing direct access to ground level units along 1<sup>st</sup> Ave N. (PL1-I Streetscape Compatibility)
- e. Commercial uses at both the southeast and southwest corners were supported. However, the Board acknowledged public comment about vacant commercial space in the neighborhood and provided guidance to plan for the viability of the commercial spaces such as designing the flexibility to create smaller retail spaces. (PL3-I-i Active, Customer-oriented Retail Storefronts)
- f. The Board agreed that Warren Ave N was the appropriate street frontage for vehicular access but was concerned with impacts to pedestrian safety. At the next meeting the Board would like to review how the design will mitigate pedestrian safety concerns. (DC1-B-1 Access Location and Design)

#### **6. Departures:**

- a. The Board discussed the requested departures and emphasized that departures shouldn't alleviate difficulty with meeting development goals but rather result in a project that better meets the Design Guidelines. At the next EDG meeting, departure requests should be accompanied by a design-based rationale which is supported by Design Guidelines identified by the applicant.

#### **DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better

overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the FIRST Early Design Guidance meeting the following departures were requested:

1. **Required Useable Open Space (SMC 23.48.740.B.1.d):** The Code requires that a maximum of 20 percent of the required useable open space may be covered, if the open space abuts a street lot line and is open and accessible to pedestrians along the sidewalk. The applicant proposes that 49% of the open space be covered.

The Board did not support the departure request and agreed that the arcade covering the open space was not compatible with the surrounding context. (PL3-I-i Active, Customer-oriented Retail Storefronts, PL1-I Streetscape Compatibility)

2. **Required Useable Open Space (SMC 23.48.740B.1.b):** The Code requires that required useable open space have an average horizontal dimension of 20'. The applicant proposes an 18.12' average horizontal dimension.

The Board agreed that there was no compelling design reason to support the request and that the departure did not result in a project which better meets the intent of the design guidelines. The Board recommended a bigger massing move to consolidate open space so that it will be useable and active. (PL1-A-1 Enhancing Open Spaces, PL1-A-2 Adding to Public Life)

3. **Maximum Structure Width (SMC 23.48.732.A):** The Code limits the maximum width of a structure to 250'. The applicant proposes a structure width of 256' feet.

The Board felt the departure request was arbitrary and driven by open space requirements. The Board agreed that there was no compelling design reason to support the request and that the departure did not result in a project which better meets the intent of the design guidelines. (CS2-IV-ii Façade Width in Uptown Heart)

4. **Required Street-level Uses (SMC 23.48.040.C.1):** The Code requires that 75% of the street-level street-facing façade must be commercial use. The applicant proposes that 64% of the street-facing façade along Roy Street be commercial use.

The Board agreed that there was no compelling design reason to support the request and that the departure did not result in a project which better meets the intent of the design guidelines. The Board encouraged the applicant to consider breaking the slab or dividing the commercial frontage into a variety of spaces in order to meet code requirements. (PL3-I-i Active, Customer-oriented Retail Storefronts)

5. **Parking & Access (SMC 23.54.030):** The Code allows a maximum 30' curb cut when accessed by trucks. The applicant proposes a 35' wide curb cut on Warren Ave N.

The Board noted that parking is not required and did not indicate support of the departure request. At the next meeting the applicant should demonstrate how pedestrian safety along the Warren Ave N frontage is addressed with the design. (DC1-B-1 Access Location and Design)

## DESIGN REVIEW GUIDELINES

The Citywide and Neighborhood guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the [Design Review website](#).

### CONTEXT & SITE

**CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.**

#### CS1-A Energy Use

**CS1-A-1. Energy Choices:** At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

#### CS1-B Sunlight and Natural Ventilation

**CS1-B-1. Sun and Wind:** Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

**CS1-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

**CS1-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

#### CS1-C Topography

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

**CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

#### CS1-D Plants and Habitat

**CS1-D-1. On-Site Features:** Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

**CS1-D-2. Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.



## **CS1-E Water**

**CS1-E-1. Natural Water Features:** If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

**CS1-E-2. Adding Interest with Project Drainage:** Use project drainage systems as opportunities to add interest to the site through water-related design elements.

## **CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

### **CS2-A Location in the City and Neighborhood**

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place.

Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

### **CS2-B Adjacent Sites, Streets, and Open Spaces**

**CS2-B-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

### **CS2-C Relationship to the Block**

**CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

**CS2-C-2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

**CS2-C-3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

### **CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

**CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

***Uptown Supplemental Guidance:***

**CS2-I Responding to Site Characteristics**

**CS2-I-i. Pedestrian Character:** Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character.

**CS2-I-ii. Outdoor Dining:** In the Uptown Urban and Heart of Uptown character areas encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure.

**CS2-II Streetscape Compatibility**

**CS2-II-i. Gateways:** Throughout Uptown site identity features such as art, signage or major public open space at gateway locations as identified on the map on page v. Seek opportunities for welcoming signage that is specific to the Uptown neighborhood at gateway locations (see Map on page v). Architecture should also reinforce gateway locations.

**CS2-II-ii. Uptown Park:** Within the Uptown Park character area, streetscape improvements should include where feasible a consistent park-like landscaped strip in the planting strip, as consistent with the historic pattern in the area. New developments may elect to take inspiration from the Uptown Park District Landscaped Streets Element as endorsed by the Uptown Alliance, for the format of the streetscape. However, adherence to the landscaped streets element is voluntary.

**CS2-II-iii. Uptown Urban Area:** In the Uptown Urban and Heart of Uptown character areas, encourage streetscapes that respond to unique conditions created by Seattle Center. Encourage wide sidewalks to accommodate high pedestrian volumes during event times, and create safe, wellmarked crossings at entrances to the Center. Streetscape furniture and landscaping should be sited and designed to accommodate the flow of event crowds. Buildings on and adjacent to the Seattle Center campus should be sited to create relationships and connections between the Center and surrounding Uptown neighborhoods.

**CS2-II-iv. Uptown Heart Area:** In the Heart of Uptown character area new development should provide when possible: a widened sidewalk through additional building setback at street level; or retail façade design with panels, sliding doors or other features that allow generous openings to the street.

**CS2-II-v. Retail/Office Development:** In the Uptown Park character area, when retail and offices are located within the neighborhood, they should be designed to acknowledge and blend with the predominantly residential environment. Storefronts, office entries and signs should be understated and muted, while still presenting a street presence. Bright or loud colors and lights should be avoided in this park-like residential character area.

**CS2-III Corner Lots**

**CS2-III-i. Addressing the Corner:** Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space

areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

**CS2-III-ii. Corner Features:** Corner lots are often desirable locations for small publicly-accessible plazas, turrets, clock towers, art, and other special features. Design corner retail entries to not disrupt access to residential uses above.

#### **CS2-IV Height, Bulk and Scale Compatibility**

**CS2-IV-i. Reducing Visual Bulk:** Throughout Uptown, a departure would be supported for 3' of additional height for projects that step back the top floor of the structure a minimum of 6' from the street. This has the effect of reducing the impact of the structure height on the sidewalk below as well as reducing the length of shadows over the street. Where the Code regulates podium height, the additional 3' applies to the podium.

**CS2-IV-ii. Facade Width in Uptown Heart:** In the Heart of Uptown character area, break facades into smaller massing units. Encourage a horizontal rhythm in the range of 30' to 60', in keeping with a main street scale, particularly at street level.

**CS2-IV-iii. Massing in the Uptown Urban Character Area:** larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.

### **CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.**

#### **CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

**CS3-A-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

**CS3-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

#### **CS3-B Local History and Culture**

**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

**CS3-B-2. Historical/Cultural References:** Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

### ***Uptown Supplemental Guidance:***

#### **CS3-I Architectural Context**

**CS3-I-i. Historic Continuity:** The Uptown Park character area emphasizes the notion of historic continuity—the relationship of built structures over time. This relationship encourages diversity of styles within a coherent whole, reinforcing the key elements of noteworthy buildings.

## PUBLIC LIFE

### **PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

#### **PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

#### **PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL1-B-2. Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**PL1-B-3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

#### **PL1-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

**PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

**PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

### ***Uptown Supplemental Guidance:***

#### **PL1-I Streetscape Compatibility**

**PL1-I-i. Streetscape Continuity:** Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses. For example, an on-site plaza should not unduly interrupt the retail continuity of a street.

**PL1-I-ii. Plaza Location:** Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Special paving materials, landscaping, and other elements can be used to provide a clear definition between the public and private realms.

**PL1-I-iii. Open Space Scale/Definition:** Define outdoor spaces through a combination of building and landscaping, and discourage oversized spaces that lack containment.

**PL1-II Landscaping to Reinforce Design Continuity with Adjacent Sites**

**PL1-II-i. Uptown Park Area:** Within the Uptown Park character area, streetscape improvements should include a consistent landscaped planting strip between the sidewalk and the street as consistent with the historic pattern in the area. New developments may take guidance from the Uptown Park District Landscaped Streets Element as endorsed by the Uptown Alliance, for the format of streetscape improvements.

**PL1-II-ii. Streetscape Landscaping:** Throughout Uptown, streetscape landscaping as per the guidelines CS2.II, PL1, PL2 and PL4 is encouraged.

**PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**

**PL2-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

**PL2-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

**PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-B-3. Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

**PL2-C Weather Protection**

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

**PL2-D Wayfinding**

**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible.

***Uptown Supplemental Guidance:***

**PL2-I Entrances Visible from the Street**

**PL2-I-i. Prominent Entrances:** Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.

**PL2-I-ii. Street Life:** Streets throughout Uptown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to life on the street.

## **PL2-II Pedestrian Open Spaces and Entrances**

**PL2-II-i. Pedestrian-Friendly Entrances:** Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

**PL2-II-ii. Defensible Space:** Individual or unit entrances in buildings that are accessed from the sidewalk or other public spaces should consider appropriate designs for defensible space as well as safety features (e.g., decorative fencing and gating). Landscaping should be consistent with these features.

**PL2-II-iii. Pedestrian Experience:** Throughout Uptown special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors as identified on the map (pg. v).

**PL2-II-iv. Lighting:** Throughout Uptown the use of a pedestrian-scaled street lamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.

**PL2-II-v. Seattle Center Street Activation:** In the Uptown Urban and Heart of Uptown character areas, encourage Seattle Center campus redevelopment along its boundaries to either open vistas from Uptown into Seattle Center or to provide activation for the street.

## **PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

### **PL3-A Entries**

**PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

**PL3-A-4. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

### **PL3-B Residential Edges**

**PL3-B-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

**PL3-B-2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

**PL3-B-3. Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

**PL3-B-4. Interaction:** Provide opportunities for interaction among residents and neighbors.

### **PL3-C Retail Edges**

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

**PL3-C-2. Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

**PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

### ***Uptown Supplemental Guidance:***

#### **PL3-I Human Activity**

**PL3-I-i. Active, Customer-oriented Retail Storefronts:** A top priority within the Heart of Uptown character area is to promote active, customer-oriented retail storefronts at street level. The ground floor of buildings in this character area should help create the most active and vibrant street environment in Uptown. A variety of narrower store-front shops are preferred to wide continuous single storefronts.

**PL3-I-ii. Retail Spaces:** Major retail spaces are encouraged on streets designated Large Scale Commercial Corridor as shown on the map on page v. The physical scale of these streets and their buildings is the most appropriate to accommodate major retailers in Uptown without detracting from street activity levels and character.

**PL3-I-iii. Outdoor Dining:** Throughout Uptown encourage outdoor dining.

#### **PL3-II Transition Between Residence and Street**

**PL3-II-i. Front Setbacks:** Where feasible, new development in the Uptown Park character area should consider landscaping any setback from the sidewalk. Landscaping within a setback should provide a transition from public to private space and define a boundary between these. The use of raised planters within the setback should be encouraged in some locations where this would reduce impacts to landscaping from foot traffic and sidewalk litter.

**PL3-II-ii. Fencing:** Where the incorporation of decorative gates and fencing may be necessary to delineate between public and private spaces, these features should be softened by landscaping where feasible. Fenced areas should be large enough to provide sufficient space for residents to personalize private entrance (e.g., include potted plants or other personal amenities).



**PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

**PL4-A Entry Locations and Relationships**

**PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

**PL4-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

**PL4-B Planning Ahead for Bicyclists**

**PL4-B-1. Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

**PL4-C Planning Ahead For Transit**

**PL4-C-1. Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

**PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

**PL4-C-3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

***Uptown Supplemental Guidance:***

**PL4-I Pedestrian Open Spaces and Entrances**

**PL4-I-i. Transit Amenities:** Including amenities for transit riders in a building's design rather than the traditional use of curbside bus shelters generates a safer and more active street. In the Uptown Urban and Heart of Uptown character areas the elimination of curbside bus shelters is encouraged in retail areas as appropriate. These boxy shelters visually obstruct storefronts and provide cover for criminal activity. Building designs are encouraged that integrate canopies to accommodate transit riders and nurture stewardship of transit stops by property owners and businesses.

**DESIGN CONCEPT**

**DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

**DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.



**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

**DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

**DC1-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

**DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

**DC1-C-3. Multiple Uses:** Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

***Uptown Supplemental Guidance:***

**DC1-I Parking and Vehicle Access**

**DC1-I-i. Surface Parking:** Throughout Uptown the preferred location for surface parking lots is in the rear of the building or away from or otherwise screened from the street and sidewalk.

**DC1-I-ii. Preferred Alley Access:** Access to new development is preferred via alleyways, if feasible. Throughout Uptown encourage all parking for residential uses to be located below grade.

**DC1-II Blank Walls**

**DC1-II-i. Landscaped Walls:** Within the Uptown Park character area landscaping (e.g., trellised climbing plants and other urban greenery) is the preferred treatment for walls. Larger wall areas should include landscaped treatments at the wall or between the wall and public rights-of-way, but not in a manner that would create unsafe conditions (e.g., create hiding spaces or provide exterior access to higher floors).

**DC1-II-ii. Artistic/Decorative Surfacing:** In the Uptown Urban and Heart of Uptown character areas artwork and decorative surfacing may provide an alternative wall

treatment to landscaping in some locations. However, painted murals are the least preferred solution to larger wall areas in Uptown.

### **DC1-III Retaining Walls**

**DC1-III-i. Wall Materials:** Throughout Uptown retaining walls should be constructed of materials that will provide substantial pattern and texture. Rockery, stone, stacked stone or concrete, or brick are preferred. Poured concrete or other smooth treatments/materials are strongly discouraged, unless treated to provide textural or design interest. Walls should be appropriately designed and scaled for the pedestrian environment. Landscaping in conjunction with retaining walls is strongly encouraged.

### **DC1-IV Design of Parking Lots Near Sidewalks**

**DC1-IV-i. At-Grade Parking:** In the Uptown Urban and Heart of Uptown character areas, at grade parking lots near sidewalks are strongly discouraged.

### **DC1-V Visual Impacts of Parking Structures**

**DC1-V-i. Reduce Visual Impact:** Throughout Uptown designs that lessen the visibility of parking structures are preferred. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact. Landscaping may include climbing plantings and other landscape means to reduce the impact of larger blankwalls. Large, open paved driveways and carports are strongly discouraged. Alley access is preferred, if feasible.

**DC1-V-ii. Discouraged Locations:** Parking structures are discouraged in the Uptown Urban and Heart of Uptown character areas.

### **DC1-VI Treatment of Alleys**

**DC1-VI-i. Clean Alleys:** Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.

**DC1-VI-ii. Activation:** In Heart of Uptown and Uptown Urban character areas encourage alleys to be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to “turn the corner” at alley entrances.

## **DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

### **DC2-A Massing**

**DC2-A-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

### **DC2-B Architectural and Facade Composition**

**DC2-B-1. Façade Composition:** Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

## **DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

## **DC2-D Scale and Texture**

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

## **DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

## ***Uptown Supplemental Guidance:***

### **DC2-I Architectural Context**

**DC2-I-i. Human-Scale Design:** The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.

**DC2-I-ii. Discouraged Features:** Features and materials that are discouraged include:

- a. Peaked parapets or other substantial false roofline facades;
- b. Large expanses of steel and glass;
- c. Concrete block on facade;
- d. Large expanses of walling with little or no detailing;
- e. Large expanses of stucco walling without detailing and windows;
- f. Synthetic stucco; and
- g. Flush window treatments (with little or no detailing).

**DC2-I-iii. Uptown Urban Character Area:** Embrace high quality urban infill, and responds to special relationships with nearby civic institutions. The following features are encouraged:

- a. Consistent street wall;
- b. Engaging the sidewalk / storefront transparency;
- c. Building siting that responds to Seattle Center entry points;
- d. Defined cornices;
- e. High quality, durable materials;

- f. Distinct residential and commercial components; and
- g. Throughout Uptown, upper level balconies are discouraged on the street side of residential buildings. Bay windows are a preferred architectural element on the street side. This guideline is intended to avoid open displays of storage, which are sometimes an unintended consequence of street side balconies.

## **DC2-II Architectural Concept and Consistency**

**DC2-II-i. Cohesive Appearance:** Throughout Uptown, buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.

## **DC2-III Human Scale**

**DC2-III-i. Proportioned Design:** Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

**DC2-III-ii. Reduce Visual Bulk:** Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.

**DC2-III-iii. Weather Protection:** The use of exterior canopies or other weather protection features is favored throughout the district for residential and commercial uses. Canopies should blend well with the building and surroundings, and present an inviting, less massive appearance.

**DC2-III-iv. Integrated Exterior Features:** Throughout Uptown size signs, exterior light fixtures, canopies and awnings to the scale of the building and the pedestrian. Signs that add creativity and individual expression to the design of storefronts are encouraged. Signs should be integrated into the overall design of the building. Signs that appear cluttered and detract from the quality of the building's design are discouraged.

## **DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**

### **DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

### **DC3-B Open Space Uses and Activities**

**DC3-B-1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

**DC3-B-2. Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

**DC3-B-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

**DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

#### **DC3-C Design**

**DC3-C-1. Reinforce Existing Open Space:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

**DC3-C-2. Amenities/Features:** Create attractive outdoor spaces suited to the uses envisioned for the project.

**DC3-C-3. Support Natural Areas:** Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

#### ***Uptown Supplemental Guidance:***

##### **DC3-I Landscaping to Enhance the Building and/or site**

**DC3-I-i. Varied, Integrated Landscaping:** Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.

#### **DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

##### **DC4-A Exterior Elements and Finishes**

**DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

##### **DC4-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

##### **DC4-C Lighting**

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**DC4-C-2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

**DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

**DC4-E Project Assembly and Lifespan**

**DC4-E-1. Deconstruction:** When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

***Uptown Supplemental Guidance:***

**DC4-I Architectural Context**

**DC4-I-i. Brick/Inlaid Tile in Uptown Park:** In the Uptown Park character area, extensive landscaping, the use of brick and inlaid tile as building materials and designs with an appearance of substance and quality are recommended to promote Uptown Park's desired character.

**DC4-II Exterior Finish Materials**

**DC4-II-i. Brick/Tile Facades:** Within the Uptown Park and Heart of Uptown character areas, the use of historic looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district. The use of decorative brick façade is consistent historically within the Uptown area, with a strong concentration just north of the district across W. Mercer St. Facade detailing is strongly encouraged and buildings may incorporate both materials to provide a richer finish.

**DC4-III Commercial Signage**

**DC4-III-i. Preferred Signage:** Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.

**DC4-IV Commercial Lighting**

**DC4-IV-i. Lighting for All-Day Activity:** Uptown accommodates shopping and eating experiences during the dark hours of the Northwest's late fall, winter, and early spring. Pedestrian area lighting is an important feature of each block in the Uptown Urban character area, and the Heart of Uptown character area.

**BOARD DIRECTION**

At the conclusion of the First Early Design Guidance meeting, the Board recommended the project return for another meeting in response to the guidance provided.